

RE: Backgrounder on Ambassador Bridge Blockade

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Date: Tue, 15 Feb 2022 01:20:10 +0000
Attachments: Major Land Border Crossings in Western Canada and Ontario.docx (1.34 MB)

PROTECTED A / PROTÉGÉ A

Please find attached key data on the major border crossings in Ontario and Western Canada. Situation continues to evolve.

From: Bijimine, Serge
Sent: Saturday, February 12, 2022 11:37 AM
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Subject: Backgrounder on Ambassador Bridge Blockade

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Colleagues,

While the situation remains fluid, see attached, for your information a backgrounder on the economic impacts of the Ambassador Bridge Blockade.

Key highlights are :

* The Ambassador Bridge is the busiest crossing along the Canada-U.S. border handling over around \$390 million of trade/day representing 26% of the country's exports and 33% imports by road. The bridge records more than 7,000 daily commercial vehicle crossings daily.

* It is estimated that the cost to the Canadian economy of a full shutdown of the bridge would likely be in the range of \$45M/day over the first week based on current mitigation efforts put in place by shippers and available alternative options. However, the impact could reach \$86M/day to \$161M/day (extreme case) in the event where other crossings become unavailable and the situation drags on in length.

* The impact will be especially acute for manufacturers, but especially the auto sector given its high concentration in Southern Ontario, its high integration with the US, and the just-in-time nature of its business model. Automakers in Canada and the US, including Ford, Toyota and Honda, have already started scaling back or cancelling production.

* From Monday to Thursday, February 7th-10th, the blockade at the Ambassador Bridge has diverted traffic away to nearby crossings, with Sarnia absorbing most of the excess traffic (100% increase) but also Fort Erie and Queeston (30% increase). The current net cumulative weekly effect (-7%) is relatively small. The rerouting of traffic however erodes the number of hours truckers are able to drive as per safety regulations and adds significant costs to the industry.

* This disruption adds to pandemic-related supply chain disruptions, such as the semiconductor shortages, truck labour shortage and the recent BC flooding.

Serge Bijimine

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